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For any and all ATC-610 users . . .

DIAL/APPROACH PROGRAMMING COMPUTER FOR ATC-610s

ATC's new DIAL/APPROACH provides the simulator pilot with the quick way to set up most ADF, ILS and BC Localizer approaches. This easy-to-use "computer" lets you practice all types of set-ups --- ILS, LOC, NDB, LOC Back Course --- on the fly.

For Takeoff . . . Enter the Runway Heading and Outer Marker Intercept Altitude



Readout from the appropriate DIAL/APPROACH windows:

- o Transponder Code o Tower (COM) Frequency
- o LOM ADF Frequency o Localizer (NAV) Frequency

The diagram shows the front panel of the ATC-610. At the top left is a digital display showing 'FAF 1400 ALT'. To its right is another digital display showing 'ILS/LOC 36 RWY'. Below these are two circular wheels labeled 'A' and 'B'. Wheel A has a compass rose and is used for ILS/LOC runway headings. Wheel B has a dotted circle and is used for LOC approach chart frequencies. Between the wheels are the words 'ATC-610' and 'DIAL APPROACH'. Below the wheels are four digital displays: 'TRANSPOUNDER' with values '05' and '10'; 'TOWER' with value '119 2'; 'LOM' with value '201'; and 'LOCALIZER' with value '110.3'. At the bottom of the panel are three rows of buttons: a row of five small buttons, a row of three buttons labeled '0 Nautical Miles', and a row of five large buttons labeled '5', '10', '15', '20', '25', '1''= 5 NM', and '30'.

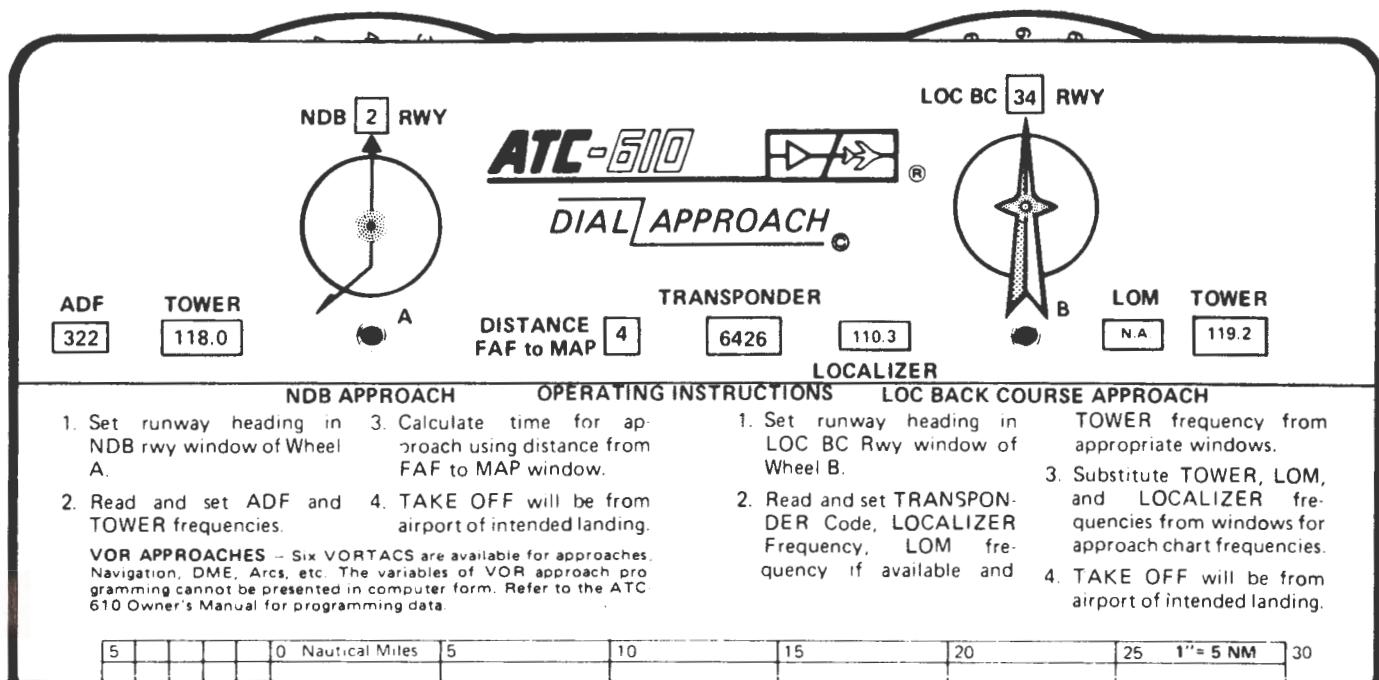
ILS APPROACH			OPERATING INSTRUCTIONS				LOC APPROACH		
1. Set FAF intercept altitude in FAF ALT window.	2. Read and set Code from Transponder window in Transponder.	3. Substitute TOWER, LOM and LOCALIZER frequencies from Dial Approach windows for approach chart frequencies.	4. TAKE OFF will be from airport of intended landing.	1. Set FAF Wheel A to LOC Set LOC runway heading in ILS/LOC rwy window of Wheel B.	2. Read and set Code from Transponder window in Transponder, if no MM is required, Squawk Low.	3. Substitute TOWER, LOM and LOCALIZER frequencies from windows for approach chart frequencies.	4. TAKE OFF will be from airport of intended landing.		

After completing the take-off check list and substituting the above on your approach chart, you depart the airport and fly out to shoot an approach. Navigate to the OM by either flying the Front Course or tracking the ADF to the LOM, and shoot an ILS approach.

(over)

NDB approaches are set up in the same manner. Enter the Runway heading and readout:

- o NDB Frequency o Tower (COM) Frequency
- o Distance from FAF (the NDB) to the MAP (Missed Approach Point)



Takeoff is from the airport of intended landing and the pilot must navigate to the NDB. A procedure turn is executed and time measured from the FAF to the MAP.

The Localizer Back Course is determined by entering the Runway Heading and reading:

- o Transponder Code o Localizer (NAV) Frequency
- o Tower (COM) Frequency o NDB for use as a FAF (if available)

As in the other approaches, takeoff will be from the airport of intended landing. After completing the Takeoff Check List and takeoff the pilot must navigate to the final approach fix by ADF or tracking outbound on the Back Course Localizer.

Your ATC-610 DIAL/APPRAOCH unit also has a convenient distance scale for use with standard ATC charts which are measured at $1'' = 5\text{NM}$.

DIAL/APPRAOCH is available from your ATC Distributor/Dealer at just \$11.95 each.